

## FAMOUS ARCHITECTS IN AMERICA

Daniel H. Burnham, of Chicago, Dean of the Corps, Plans Not Merely Buildings, but Cities—He Is One of the World's Experts on the City Beautiful—Cass Gilbert, Famous in the West as the Architect of the Minnesota Capitol, and in the East as the Architect of the New York Custom-house—Flagg and Others.

By DEXTER MARSHALL.

It is said of many men that they are at the head of their professions, but it is true of few. One of the few is Daniel Hudson Burnham, of Chicago, certainly America's leading architect—using the word in the broadest sense—and, perhaps, greater in his line than any other living man. He does not plan buildings merely; he is planning cities. And yet he said not so very long ago, in answer to a request for some information about the work he has done:

"I haven't done much. I have just served on a few commissions."

Mr. Burnham's "not much" includes the creation of the famed "White City" of the Chicago World's Fair, the majestic and beauty of the buildings, which made the great exhibition an artist's vision of loveliness, were inspired by him. He is looked upon as the father of a business accessory peculiarly American—the skyscraper; in a score of great cities he has designed massive commercial structures in which delicacy of outline and skeleton-like construction have been combined with enduring strength. The Masonic Temple and nearly all the other famous skyscrapers of Chicago are his work, while the Flatiron Building is among the big structures in New York for which he furnished the plans.

As a representative of his government, he planned great sweeps of driveways and harbor lines and impressive public buildings in Manila. The architectural beauty of San Francisco, blotted out in the great earthquake, was due to him, and what architectural beauty the new San Francisco will have will be due almost solely to him. He is the chief map of the commission whose plans will eventually make Cleveland one of the most beautiful cities in the world. He is chairman of the national commission which has for its task the beautifying of Washington on a scale so vast that the improvements are estimated to cost between a half and three-quarters of a billion of dollars. And some of the things he has in mind for the beautifying of his home city are harbors, outer parks, great boulevards, widened streets, and uniform architecture.

**Man of Varied Art.**  
Truly, a man whose art is varied, whose imprint is almost indelibly shown in every type of structure that goes to make up architecture of the present generation; yet he himself says that he has not done much—only served on a few commissions.

Sixty-one years of age, and now in the prime of his life, Mr. Burnham's friends say, and his course in life quite bears the statement out, that the greatest luxury of his successful years have brought him is the fact that he need not work entirely for money. He is doubtless true that more commissions are waiting for him than will for any other living architect, yet he gives a large portion of his time, to their exclusion, to labor along spiritual lines. This is his great hobby—his life's work. He has America even more beautiful than their European rivals, and when he sees the remotest possibility of furthering his hobby he will not allow so little a thing as a fat commission to stand in the way of his schemes of beautification.

When Mr. Burnham works for private individuals his fees are probably larger than those ever paid to any other architect, but, now that he is no longer working for the public his services are given gratis. This is a matter of pride and principle with him. He considers he is sufficiently rewarded in seeing the city beautiful brought a step nearer to realization.

**Made World's Fair Artistic.**  
Another matter of principle with Mr. Burnham is that he will take up no work in which there could be a suspicion of political jobbery. "Burnham," said one of his close friends, "has refused many a profitable commission simply because politics controlled the undertaking. You will not find his name upon the front of any government building in the country. He even refused to design the new post office at Chicago, because it was to be a memorial to a politician."

It was Burnham who, almost single-handed, made the Chicago World's Fair a memorable one, architecturally. When Chicago secured the fair Mr. Burnham was a member of the firm of Burnham & Root, the firm which designed the first architectural firm called on to help build the "White City." The firm had gained an enviable reputation in Chicago, and Mr. Burnham was early made chief of construction and supervising architect of the exhibition. Later he was given the additional power and title of director of works. This was subsequent to the death of his partner, Mr. Root, when the whole responsibility of the architectural success of the fair devolved upon his shoulders.

When he was made chief of construction wise men went about declaring that Burnham could never get the buildings completed in time or twice the time allowed him. When he became the one directing hand of the work his detractors were well-nigh legion, and not a few influential men went so far in their enmity of him as to throw all sorts of obstacles in his way. Burnham knew all this, yet not even to his closest friends did he make a remark that could be construed into a complaint or protest. The only notice he was ever known to take of the doubters and the opposition was embraced in a simple declaration that he was "overhead to make to himself one day."

He stood surveying the half-finished buildings of the fair:

"By heavens, I've undertaken to build this fair and I'm going to do it."

**Beauty Is Apparent.**

With the "White City" at last completed and its beauty apparent to every eye, Mr. Burnham's detractors raised their cry that the result was not due to him, but to the plans of his dead partner, which he had simply followed. Again there was no public statement by Mr. Burnham, but to every one who talked with him about the architectural side of the fair he freely gave a large portion of the credit to Mr. Root. One of his closest characteristics is to take no notice of caviars. When he feels that he is right no amount of adverse criticism, no matter how stinging, can move him.

His World's Fair work revealed his eye for beauty on a grand scale, his wonderful executive ability, and his shrewdness in surrounding himself with a corps of professional designers. His architectural daring was shown when, some years previously, he became the father, so-called, of the skyscraper.

**Father of the Skyscraper.**  
The late W. L. B. Jenney, of Chicago, had erected an office building in Chicago on plans approximating the modern skeleton construction to the extent that some of the walls were carried on iron beams. A year or so later the idea was carried a little further in the Tacoma Building in the same city. An architect noted for

his progressive ideas from the time he began to practice his profession, when he was given, in 1889, the commission for the Rand-McNally Building, Mr. Burnham dared to take the step that brought the skyscraper into being—he used a steel frame throughout, carrying the load on each story separately on beams, thus doing away entirely with the necessity for heavy masonry support at the base.

This was a veritable revolution in the building world. The enormous thickness of walls hitherto considered necessary in the construction of tall buildings, with attending contraction of valuable space, had long been a serious problem with property owners. Then, too, the immense cost of stone and the slowness of erection had retarded building operations in every great city. But here was a building going up with a dead wall area one-eighth that of the tall building preceding it, and the cost was to be less than half as much if erected under the old way. Small wonder that Mr. Burnham's experiment was watched with the keenest interest by architects throughout America and Europe. There were numerous predictions, of course, that the building would collapse; and not all of them were made by laymen, gazing upward in astonishment at the skeleton frame and the walls being stuck on here and there in apparent haphazard fashion and without apparent means of support. Indeed, months after the building was completed architects from all over the country traveled to Chicago especially to inspect it and incidentally to marvel at its failure to crumble into twisted beams and shattered masonry.

**Many Beautiful Buildings.**  
The Masonic Temple, which does not revolve at high noon on its axis, despite

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Smith might tell a good story on himself, even to a stranger; Stanford White would have been almost sure to do it. Daniel Hudson Burnham is quite incapable of it. If his surroundings are to judge him, he is simpler in his tastes than either White or Smith. His offices in the Railway Exchange Building, one of his late skyscraper-made children, are purely business; handsome enough, but severely plain. Smith's are more elaborate. White's are elegant, luxurious. Burnham's office windows command a splendid view of Lake Michigan; it is one of his delights to have a few minutes of spare time to gaze out over the panorama of water and study it with the eye of an artist. He frequently becomes absorbed as deeply in this pleasant hobby as he does in his still more delightful recreation of planning cities beautiful.

Born in 1846, Burnham is eight years younger than Smith. A native of New York, he was taken to Chicago by his parents when he was ten years old. He received his preparatory education there. After getting his collegiate and technical education in the East he returned to Chicago and began the practice of his profession with the firm of White, Smith & McManis. You already know how he helped to build the new Chicago, and to him Chicago is the choicest spot on God's footstool.

Mr. Burnham is more than medium in height, gently inclined toward portliness, with a complexion bright and clear as a boy's, and hair and heavy mustache in which gray has not by any means entirely overcome the natural brown.

**Cass Gilbert, Capitol Builder.**  
Cass Gilbert, famous in the Northwest as the architect of the Minnesota Capitol and in New York as the architect of the new custom house, has felt the hardship that comes from lack of money, something that Mr. Burnham, whose father was fairly wealthy, has never experienced.

Perhaps his "leanest" days came to him when he was studying abroad and paying his way with work. While he was in London he engaged in newspaper work to get his daily bread, and, truth to tell, he made such a poor newspaperer that he was often compelled to subsidize his meal a day, and that not a very satisfying one at times. He and a companion, like himself a newspaper worker, often lessened the importunities of hunger by remaining in bed most of the day.

Before going abroad he had been a student of architecture at the Massachusetts Institute of Technology, where he had won various prizes in scholarship. One day, while he was wandering about the London streets and wondering where his next meal was to come from, he fell in with other former students of his college. They soon made themselves acquainted with Gilbert's state. Through their influence he gave up the London struggle, returned to America, and secured employment with McKim, Mead & White.

Some years later, when that firm secured the contract for constructing all the stations and other buildings of importance on the Northern Pacific Railroad, Gilbert had risen so high in the estimation of his employers that he was sent West to handle all the business of the road. Everything looked rosy. Gilbert was in the seventh heaven, or fast nearing it, when Villard fell from power, the Northern Pacific passed into the hands of receivers, and the architect, stranded in St. Paul, was left to his own devices.

**Works His Way Up.**  
It turned out all right in the end. Being a little shy of money, and also because his widowed mother was living in St. Paul, Gilbert decided to open up an office in that city. Three years later, consist-

ent, hard plugging had made him one of the city's leading architects. That was in 1886, when he formed a partnership with James Knox Taylor, now Supervising Architect of the Treasury Department. Quite a few years later, when his plan for the capitol of Minnesota was accepted, Mr. Gilbert had cause to thank his star for the fact that on a day "way back in the early '80s," he had been stranded in the city of his boyhood, his parents, when he was five, having moved to St. Paul from Ohio, where he was born. St. Paul is full of Gilbert's work, just as Chicago is of Burnham's.

When Gilbert went into partnership with James Knox Taylor the latter was the big man of the firm. A few years later it was really the other way about, for though Taylor was still looked upon by laymen as the brains of the combination, according to a story of wide circulation in St. Paul, Gilbert stood for being the

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CASS GILBERT, Architect of the Minnesota Capitol, which he considers his best work.

ERNEST FLAGG, Master of skyscrapers and architect of the Singer Building, the world's tallest office structure.

second man for some months; then one day he went to Taylor and in the friendliest spirit actually talked him into the belief that he was the one to leave the firm. At any rate, the partnership was dissolved by Taylor pulling out. This occurred in 1891, quite some time before Gilbert received the commission to build the New York custom-house, recently occupied by the government.

In certain quarters the opinion has been held that Gilbert got the big job because he and Taylor were still partners at the time it was handed out. As a matter of fact, Gilbert had no thought of entering into the competition for the custom-house until he was urged to do so by the Boston capitalist for whom he planned the famous New York skyscraper. Then he turned out his design under high pressure, and partly because he believes that he does his best work when so kept up.

**Is a Rapid Worker.**

Gilbert's first training in his profession was acquired several years before he went to college. He helped to build a church at Red Wing, Minn., under the eye of one Radcliff, a curious character, who combined the callings of architect and patent medicine seller. Radcliff was forever preaching attention to the slightest detail, and practicing his preaching, too. Gilbert has been known to throw over remunerative prospective business that he might have time to look after the details of work in hand. He is a phenomenally rapid worker; were it not for his quickness he would be a failure. But he is not quick to leave the oversight of detail to assistants, as other big men of his calling do.

Gilbert has a remarkable memory. Let him catch a passing glimpse of a building, and he will be able to reproduce it "true to life" in a sketch or water colors, in which he is fond of working. He has found this power of memory of great help to him that he drills his assistants with the persistence of an old-time schoolmaster in the same methods of quick comprehension and reproduction.

As a devotee of the sport made famous by Isaac Walton, Mr. Gilbert has whittled many a stream in the Northwest. When he was a resident of St. Paul he also got from under business cares by helping to build the famous Minnesota Boat Club to victory. He has a great reputation in St. Paul for sociability, which he has not dimmed as a resident of New York. He delights in the company of artists, sculptors, musicians, and the like, and his friends say that he ever stands ready to assist any such deserving it. By way of illustration they tell the story of a young Norwegian sculptor who, penniless and almost starved with consumption in Minneapolis, longed to see the old home again before he died. Gilbert, having accidentally become acquainted with the sufferer and incidentally learning of his need, promptly supplied the necessary funds for the voyage home.

**Builds Skyscrapers Hates Them.**  
Small and stooped, with an extremely prominent forehead, a clean shaven face, prematurely gray hair, the chin of a deer and the eyes of a dreamer—this is Ernest Flagg, hater of the skyscraper and yet the father of the Singer Building, the latest business building in the world today.

Fifteen years ago Flagg was writing vigorously against the skyscraper and doing all in his power to arrest the trend toward it. To-day he is just as bitter against the skyscraper as he ever was, though he builds it on demand, and he lets business go hang for hours to inveigh against it.

One of his pet contentions is that there should be a law restricting the height of a building to one and a half times the width of the street on which it is erected. Where skyscrapers are permitted he believes there should be a law regulating the height to which the building may rise, and the tower should not be allowed to cover more than one-fourth the ground space occupied by the building. Only in this way, he declares, can a city of skyscrapers be protected from a widespread conflagration, for he believes that the average skyscraper, once it gets a fire, will burn more rapidly than the nonskyscraper, because, when all is said and done, there is much more wood in a skyscraper than in a nonskyscraper. A enormous quantity of trim, floors, furniture, &c.

Creator of the new Annapolis, Mr. Flagg says that such work, where one has room to plan approaches, would be a pleasure to him. He has a fellow-follower, from all of which it may be gathered that he is a man of determined ideas and is not afraid to express them.

Educated in this country and at the Ecole des Beaux Arts, where so many Yankee architects have been trained, Mr. Flagg has never been in a firm; he has always worked by himself. Though he has more business than he can handle with ease, and the assistance of a large staff, he is still the student, and he is happiest, perhaps, when he is deep in some complex French or German treatise on architecture. He devotes his spare time to and from his office to such reading, and practically all his evenings are likewise occupied. Once in a great while, when Mr. Flagg gets him out to some social function, he spends the greater part of the evening with his eyes fixed on a wall, apparently "seeing things" and practically "not seeing things."

His specialty is Churches.  
Christopher Grant La Farge, with his classmate at Massachusetts "Tech," the late George L. Heins, joint creator of the plans for the famous Cathedral of St. John the Divine, now being erected in New York City, is an example of a famous man of twenty-two or so; his youthful appearance has often caused



CHRISTOPHER GRANT LA FARGE, Architect of the Cathedral of St. John the Divine.

persons to wonder how he came to be interested with the work of planning and directing the construction of the great cathedral. His specialty is churches, and in this line he is considered one of the country's foremost authorities.

Of course, among the top-notchers of the country's architects are Charles Pollen McKim, associated with Daniel Burnham on the Washington beautifying committee, and William Rutherford Mead, partners since 1877, and whose work is too well known to need any mention here. Suffice it to say that Gilbert is only one of the well-known architects of to-day who were trained under them; among others are John M. Carrere and Thomas Hastings, whose plans for the new York Public Library Building won out over the flood of others submitted.

Though he has not been heard of much outside the profession, in E. L. Masqueray, who is a supervising architect, was responsible for the architectural beauty of the St. Louis World's Fair, is regarded as a newly risen leader. Of all the architects here mentioned he is the only one not of American parentage; he himself says that he is an American by way of France, and his tongue backs up his statement. Like the average architect, he is much averse to talking about himself, but will go to infinite pains to explain some detail in architecture in which his visitor may show interest.

To sink their personalities in their work seems to be a trait common to all the country's really big architects of imagination in the field to-day, the men who are making America famous for its architecture.

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## ENGLAND'S GREAT SEAL.

Many Precautions Taken to Prevent Theft or Injury.

From Chambers Journal.  
The seal consists of a large mass of sterling silver, measuring about 6 1/2 inches in diameter by 1 1/2 inches in thickness. It is in two parts, both smooth on the outside, but elaborately engraved within.

The two surfaces are impressed upon a lump of wax attached in an ingenious way to any document to which his majesty as sovereign gives his royal assent.

The weight of the seal is 155 ounces, and is valued in metal about \$150. Each seal is engraved during the reign of the sovereign, and the name it bears, and the collection presents a curious and accurate epitome of English history.

All lord chancellors have taken the greatest care of the seals in their charge, and have used the most elaborate devices for their safe custody.

One of them in the reign of Charles II. actually slept with the seal under his pillow, and his wife, a recusant, saved it from thieves who one night broke into his house and carried off the mace belonging to the House of Lords, and other valuable property.

## MEXICANS CARRY CASH ABOUT

Even the Indians Have a Large Amount of Money with Them.

Easier to Put Through a Business Deal, Because Checks Are Not Popular.

Almost any Mexican in professional or business life carries on his person anywhere between \$200 and \$500. Even the poor Indian in his blanket can more than likely produce more than many foreigners. The ordinary Mexican professional man will be found to carry sums of money on his person that would surprise the ordinary traveler, and even cause him worry were he forced to show some amount of the cash. It seems so uncommon thing for a Mexican of the middle class to carry between 1,000 and 2,000 pesos on his person.

It was but a few days ago that an instance of this kind was brought to attention, says the Mexico Herald. A Mexican of the middle class asked another in a casual way if he could change a \$1,000 bill. The other pulled out a wallet from his inside pocket and counted out nearly \$2,000. The other man, who has happened, and it seems so uncommon thing for a Mexican of the middle class to carry between 1,000 and 2,000 pesos on his person.

Even a check idea seems to have taken root in the mind of the citizens of Mexico, especially when small amounts of less than \$1,000 are concerned. They consider it much easier to pay spot cash than to give a check for amounts of \$50 or \$100, and they claim, with some amount of reason, that a business deal can be put through with better advantage when the cash is in sight.

**NATURAL SELECTION.**

Said mamma to Miss Molly.  
As she brought her up the stairs.  
"Why, bless de gracious, honey,  
Where did you get dem duns?  
When I tries to be like dem straws,  
You're jerrin' and a-twistin';  
When I minds you best your manners  
You're ug'ly an' you're lustin'.  
Now be 'er little lady,  
Ef you kin' lovin' mammy say:  
Ef you deem 'er 'sposin' 'er  
She want 'er own an' no mo'.  
While I'm patten' up de pillars  
An' a gittin' 'er 'er yow,  
You kin' right by de side of me,  
An' say, 'Now I lay me down to sleep,  
De Lord does 'er duns say;  
Ef He sees you is a-follin';  
Ef He sees you in your peasy,  
Now lemme git dese duns close off.  
An' put you in de tub;  
Jes' shoo your eyes to 'er duns soap  
While I give you 'er duns soap.  
Quit slippin' out de water,  
Or you'll slip poor mammy's robe.  
Ef you wets 'er duns like dem now,  
For mammy's gittin' ole.  
Now jes' 'er duns ole  
While I give you 'er duns soap.  
You're too big for 'er duns soap,  
An' den I'll tell you chile a tale  
Of my mammy's tale to me.  
Of de white folks and de black folks  
An' de way dey suster be.  
In dem ole times, when folks was wile  
An' didn't wear no close.  
Dey was two men 'er name 'er noun  
An' de name 'er what dey chose.  
De Lord He seen 'em comin',  
An' He waited in de track.  
One of 'em was a white man,  
An' de yother one was black.  
De Lord He put a pencil  
An' he drew 'er duns down.  
An' den he took a shaver  
To make out what dey'd say.  
De nigger took de shaver,  
Cause it look like new and bright,  
An' de white man got de pencil.  
An' den he learned how to write.  
Now ever since dem duns was  
When de nigger had de choice.  
De white man he bin gittin' up  
While de nigger be down.  
De black man totes de shaver still  
An' de white man totes de fingers,  
While de nigger be de long-tail coat,  
While de shaver still be de long-tail coat.  
MRS. R. C. POWELL.  
24 North Washington street, Alexandria.

## INTERURBAN ROADS

By FREDERIC J. HASKIN.

No more wonderful revolution has ever taken place in the transportation world than has recently been taking place in the more populous sections of the United States. Interurban transportation is distinctly a twentieth century development. The electric railroad has wrought wonders. It has brought remote communities into close touch. It has made the city man and his country cousin close neighbors. It has gradually encroached upon the domain of steam, until to-day it threatens to drive that sort of power out of the transportation field. The most ambitious step electricity has taken is its last one. This is the building of the new Washington-Baltimore electric line, which is to be opened shortly. It proposes the most serious competition for interurban passenger trains that an electric railroad has ever undertaken. Usually interurban electric lines have not given so much attention to speed, contenting themselves with giving lower fares and relying on that to make up any loss of traffic that might result from slower schedules. But the Washington-Baltimore line proposes to give as fast a schedule and then add the lower rate.

The competition the line will have to meet is strong. No two cities are connected by a better steam car service than that which connects the City of Magnificent Distances with the Monumental City. There are 123 passenger trains a day, ranging from the splendid Congressional limited and the famous Royal Blue, making the trip in forty-five minutes, to the accommodations that make the run in two hours. The Washington-Baltimore line is to have a schedule of one hour from the shopping center of Baltimore to the outskirts of Washington. They compete with the steam line in speed, and selling a one-way ticket for 75 cents and a round-trip for \$1.25, where the railroad's charge \$1.50 each way, it gets the advantage of rates.

The five hundred-mile city—but lately a vision and a dream—is soon to be realized. Already one may ride by interurban electric cars from Portland, Maine, to New York City, and but a few gaps to fill in until he can make the trip from New York to Washington. With the building of the lines now projected one will be able to start at Portland, go to Boston and thence by easy stages all the way through to Lincoln, Neb. One may now go from Louisville to Indianapolis, and from there to Cleveland, Detroit, Cleveland, and Cincinnati are also connected. But the future is to be done. Until St. Louis and Chicago will be on the same trolley line. The whole central West is fast becoming a network of electric railroads. Most of them are new roads, though some are steam roads which have been electrified, and thereby changed from a dead enterprise into a living enterprise.

The interurban car is a great city builder. Dayton, Ohio, with her population of 90,000 souls, finds herself, through her suburban and interurban car lines, the center of a population of not far from 250,000 souls. Investigations in Indiana show that towns on interurban lines grow faster than those on steam lines. Detroit, with its wonderful network of interurban lines, has made itself a city far above the class in which its own population would place it. The whole country for from fifty to one hundred miles is made tributary to it.

Perhaps the best idea of what an extensive interurban service means to a city may be gleaned from figures of interurban traffic in Indianapolis. This city is perhaps the leading interurban center of the United States. It has lines running toward every end of the compass. In 1906 there were 8,720 round trips made on the cars entering the city. The passengers approximately 2,600,000 round-trip passengers. This is an increase of a quarter of a million over the previous year. The extent to which the interurban service is carried in the vast central States is startling. Massachusetts reports that its lines carried nearly 70,000,000 passengers in 1907, as compared with less than 40,000,000 in 1906. Connecticut electric lines carried 27,000,000 passengers in 1907, as compared with 15,000,000 carried by the steam roads. Illinois carried 183,000,000 passengers on her interurban lines in 1907.

Another remarkable thing about the electric railroad is the freedom from accidents, as compared with the steam roads. In 1906 the Illinois electric roads killed one passenger for every 23,258.4 passengers carried, while the steam roads killed one out of every 1,620.24. One passenger on the electric roads was injured out of 600,000 carried; on the steam roads the percentage was one out of every 56,000.

Many of the interurban lines operate luxuriously on some of their trains, and in the central West so important and far-reaching has the electric railroad become that a palace car company modeled after the Pullman company, has been organized, and is now furnishing cars to many of the lines. Trolley sleepers are now being operated on many lines. The Central West, the one from East St. Louis to Decatur, via Springfield, being a notable instance. Out of Indianapolis there are many trolley sleepers, run, buffet and parlor cars are carried on their "flyers" and "limiteds." Drummers find the interurban an unending delight in the promotion of business. Baggage cars are run on many of the lines, and a hustling salesman can make three towns now where he made one traveling by steam roads.

Private cars have been built for several roads and these may be rented at \$25 per day. These cars consist of a parlor, dining-room, and kitchen. The rental includes the service of a motorman, conductor, chef, and porter. The foodstuffs are furnished by the railroads at actual cost. The Des Moines Interurban has the best of these cars and has been in great demand by trolley parties. Many roads have specially equipped funeral cars. The Aurora, Elgin and Chicago Interurban runs past five of the cemeteries adjacent to Chicago and its funeral cars are in great demand. On the Inland Empire line from Spokane to Couer d'Alene, theater trains of all parlor cars are run and are widely patronized. A small extra charge is made on these trains.

Another important feature of the interurban lines is their arrangement to carry freight. While few, if any of them, compete with the railroads on heavy freight, yet on small freight they do, and the more expeditious movement combined with lower rates makes the interurban service a strong competitor in the high-class freight and express service. The Electric Baggage Company, for instance, of Cleveland, Ohio, sends out twenty-two freight and baggage cars every day to deliver goods and receive products. Farmers buy tickets for their milk cans—20 cents for every ten-gallon can being the rate—and the baggage company takes it to the city, delivers it to the consignee, and then returns the empty can.

All sorts of experiments are resorted to get business. One road has a soliciting agent. He calls up the farmers

along his line once every week to find out whether they are going to have anything to ship the seven days following. If an affirmative answer is received, the agent begins a campaign to get that business. And he is usually successful. Other roads create business by exploiting the territory through which they run. One road found that the soil in its territory was particularly adapted to the growing of potatoes. It began to advertise that fact, and before long it had doubled its business. In New England a favorite way to get traffic is to interest tourists in the scenery along trolley routes. Booklets are issued telling of the wonderful and beautiful things that may be seen. "To the Berkshire Hills by Trolley" is an example of the alluring titles these booklets have. Some roads sell power for running farm machinery to the farmers along their lines. They find that this is a profitable investment in that they make something out of the money they get, and at the same time get added good will from the farmers.

The steam railroads are acknowledging the superiority of the electric road in the handling of the short-haul passenger traffic. President Baer, of the Reading, also concedes that the suburban traffic is better handled by electricity than steam. To offset this disadvantage at which the trolley lines place them, the railroads are acquiring control of the trolley lines, so that they can prevent injury to themselves. The New Haven Road, for instance, has gotten control of fifty-seven per cent of the trolley lines of Connecticut. The Delaware and Hudson has bought the control of a competing electric line, and a number of other roads are following suit.

The enormous growth of the interurban car line is shown by the fact that where as there were only 900 miles of such lines in the United States fifteen years ago, there are to-day more than 26,000 miles. There are enough lines now projected and reasonably sure to be constructed to insure the doubling of this trackage within ten years. And while the interurban electric lines are increasing, many small steam roads are being electrified. Furthermore, the big terminals of the United States are substituting electricity for steam, notably those of New York. The progress of electricity as a motive power has been unprecedented. Electrical engineers say that the past is as nothing when compared with what the future is to bring forth. The reign of the 2-cent fare is expected to come with the electrification of the steam railroads of the United States.

**To-morrow—Close of the Social Season.**

## THE DOMINANT RIGHT.

A "Sinister Superstition" and Its Effects Upon the Human Mind.

It took a whole generation time of experiments and mechanics to learn that the engineer must stand or sit on the right side of the engine or cab in order that he could look ahead with his right or dominant eye only, and without sticking his entire head out of the window to do it. He sat or stood on the left side, say D. G. Gould, in the Medical Record. The railroad men never learned why this is so, do not know why to-day, and to make the desirable change in two American left-passing double-track railroads, while it would finally avoid expense and accidents, would cost at once many millions of dollars. Thousands of years ago knights and men fighting on foot or horseback had to approach and pass one another on the left in order to strike or spear one another with the right hand while the shield hand held the shield or the reins. The railway engineer, civil locomotive, does not know that the knight was his right-handed and right-eyed progenitor and endower.

A flood of light is thrown upon history, sociology, and medicine, especially upon psychology, neurology, and psychiatry, by left-handedness and its sequel. Of every million born, at least 26,000, probably more, are naturally left-handed, so that in the United States there are nearly 5,000,000 and in the world more than 45,000,000 thus handicapped. An indefinite proportion of these have been or are being doubly cursed by the efforts of the foolish parents or teachers to make them "right-handed." Extensive illustrations of the baleful results of the work of these improvers of nature exist in such simple facts as that "right," which should mean only "dextral" or "right-handed," to mean good, "sinister," which should mean "left," or "sinistral," has become sinister, awkward, unlucky, to be avoided, both person and thing. "Dexterity" and "dextrousness," properly meaning "right-handed," have become synonymous with expertness and exceptional proficiency, whereas everybody knows that the left-handed person, purely so, is as cunning of hand as the right-handed. How many of the "evil eye" or "evil influence" dominant ones—teaches the same lessons. In all ages, and now surely, there are everywhere strange and unaccountable cases of "failure in life," "peculiar," "odd," "awkward" folk, "peculiar" of a hundred types, misfits, stutters, and all that. What a light the misplacement of the cerebral center for speech and writing, or its perilsous double pining and malnourishment and crippling by "amblyopias," throws upon the origin and fate of many stutters, and upon many of the "hopelessly stupid," the "laggards in school," how many of the medieval court jesters, the non-decided, the town fools, the kyphtotes and cripples were the products of the "sinister" superstition of the right-handed tyrants? And how many of the morbid minded and insane?

**Expensive Toy Fish.**

From the Philadelphia Record.  
William H. Heimbach, of Allentown, an expert breeder of fancy fishes, has recently sold a lot of Japanese fringetails and some Chinese fantails for \$10 each. Several of the fringetails, with bodies less than three inches long, have tails measuring four inches. The parent stock was imported from the Orient, but Mr. Heimbach has succeeded in raising about 5